such a way that restraint use estimates can be reported separately for passenger cars and other covered vehicles, and separately for drivers and front-seat outboard passengers within those vehicle groups.)

(2) Surveys conducted during calendar year 1998 shall be deemed to comply with paragraph (a)(1) of this section if passenger motor vehicles registered in-State are included in the survey. For surveys conducted during calendar year 1999 and thereafter, passenger motor vehicles registered both in-state and out-of-state must be included in the survey.

(b) *Demographics.* Counties, or other primary sampling units, totaling at least 85 percent of the State's population must be eligible for inclusion in the sample. States may eliminate their least populated counties, or other primary sampling units, to a total of fifteen percent or less of the total State population, from the sampling frame.

(c) *Time of day and day of week.* All daylight hours for all days of the week must be eligible for inclusion in the sample. Observation sites must be randomly assigned to the selected day-of-week/time-of-day time slots. If observation sites are grouped to reduce data collection burdens, a random process must be used to make the first assignment of a site within a group to an observational time period. Thereafter, assignment of other sites within the group to time periods may be made in a manner that promotes administrative efficiency and timely completion of the survey.

[63 FR 46392, Sept. 1, 1998, as amended at 65 FR 13683, Mar. 14, 2000]

§ 1340.5 Documentation requirements.

All sample design, data collection, and estimation procedures used in State surveys conducted in accordance with this part must be well documented. At a minimum, the documentation must:

(a) For sample design—

(1) Define all sampling units, with their measures of size;

(2) Define what stratification was used at each stage of sampling and what methods were used for allocation of the sample units to the strata;

(3) Explain how the sample size at each stage was determined;

(4) List all samples units and their probabilities of selection; and

(5) Describe how observation sites were assigned to observation time periods.

(b) For data collection—

(1) Define an observation period;

(2) Define an observation site and what procedures were implemented when the observation site was not accessible on the date assigned;

(3) Describe what vehicles were observed and what procedures were implemented when traffic was too heavy to observe all vehicles; and

(4) Describe the data recording procedures.

(c) For estimation—

(1) Display the raw data and the weighted estimates;

(2) For each estimate, provide an estimate of one standard error and an approximate 95 percent confidence interval; and

(3) Describe how estimates were calculated and how variances were calculated.

APPENDIX A TO PART 1340—SAMPLE DESIGN

Following is a description of a sample design that meets the final survey guidelines and, based upon NHTSA's experience in developing and reviewing such designs, is presented as a reasonably accurate and practical design. Depending on the data available in a State, substitutions in this design can be made without loss of accuracy. This information is intended only as an example of a complying survey design and to provide guidance for States concerning recommended design options. These are not design requirements. It is recommended that State surveys of safety belt use be designed by qualified survey statisticians.

I. SAMPLE DESIGN

A. *Sample population:* It is recommended that all controlled intersections or all roadway segments in the State (or in the parts of the State that have not been excluded by the 85 present demographic guideline) be eligible for sampling.

B. *First Stage:* Usually, counties are the best candidates for primary sampling units (PSUs). In large States with differing geographic areas, it is recommended that stratification of PSUs by geographic region be employed prior to PSU selection. Counties should be randomly selected, preferably with